

FLD 21

COUNTRY	East Germany	SECURITY INFORMATION	REPORT NO.	
TOPIC	Alt Loennewitz Airfield	25X1A		
EVALUATION				
DATE OF CONTENT				
DATE OBTAINED				
REFERENCES				
PAGES	2	ENCLOSURES (NO. & TYPE)		
REMARKS				

SOURCE
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1. On 19 and 20 May 1953, trucks [redacted] were observed at 25X1C
Alt Loennewitz airfield.
2. The following air activity and aircraft were observed at the field between 27 May and 6 June:

27 May. There was no air activity. It rained intermittently.

28 May. In the morning, MiG-15s and Il-10s were seen aloft. There was a scattered cloud base. There was no flying in the afternoon. Between 6:45 p.m. and 8:15 p.m., Il-10s with extended landing gears and marked by white Nos 6, 11 and 23 made individual local flights.

29 May. There was a low ceiling. After 9:15 a.m., individual MiG-15s took off to the west, disappeared into the clouds and mostly returned flying below the clouds.

30 May. Between 10:30 a.m. and 2 p.m., individual Il-10s took off to the west and returned from that direction after 15 to 35 minutes. At 3:30 p.m., 33 single-engine monoplanes and 13 MiG-15s, including 4 alert planes, were counted at the field.

31 May. There was no air activity.

1 June. Between 7 p.m. and 8:10 p.m., individual Il-10s made local flights. Between 8:30 p.m. and 10:30 p.m., night flying was conducted by Il-10s with extended landing gears and set position lights.

2 June. There was no flying in the morning. The weather was fair. Between 1:20 p.m. and 7 p.m., Il-10s, including white Nos 3, 22 and 45, practiced flying and some of them diving. While diving, the planes usually pulled out of the dive below an altitude of 100 meters. One Il-10 was observed coming down to the height of trees. In the afternoon, an element of two MiG-15s was also seen aloft. Between 9:10 p.m. and 11:45 p.m., MiG-15s conducted night flying.

3 June. Throughout the day there was heavy rain which abated toward the evening. After 8:35 p.m., night flying was conducted by swept-back jet fighters which usually disappeared into the clouds immediately after the take-off.

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4 June. In the morning, Il-10s, some of them with extended landing gears, made local flights. Some of the planes landed after circling the field 3 or 5 times. Night flying, apparently by swept-back jet fighters as well as ground attack planes, was conducted between 9:20 p.m. and 11:48 p.m.

6 June. In the morning, MiG-15s practiced diving. In the afternoon, there was also flying by MiG-15s.¹

3. Shrapnel-proof aircraft revetments were under construction about 80 meters west of the still occupied AA gun emplacement at the southern edge of the field.

- 25X1X 4. In early June, trucks [] were observed near the field.

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- [] 5. On 1 June, 4 planes, apparently MiG-15s, which were observed at the eastern edge of the field, were approached by two trucks loaded with crates. Two crates of an estimated size of 60 x 80 x 100 cm and each carried by 4 men and four smaller crates each carried by 2 men were unloaded at each of the planes and remained there.²

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6. A radio installation with one mast was located at the northern exit of Beiersdorf. Nearby there were three van-like trucks from one of which a telephone line extended to the radio installation with one mast at the eastern edge of the field. [] erected the masts in the fall of 1951, a four-wire telephone line extended from the latter installation to the north via Doberlug to Finsterwalde. [] another line extended from the western section of the field past Falkenberg (hill) in the direction of Bayer, then along the railroad line to Annaberg and Wittenberg.³

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- 25X1A 1. [] Comment. A fighter regiment and a ground attack regiment are stationed at Alt Loennowitz airfield. Intensive night flying which was observed since early May continued. As intensive night flying was also reported from other airfields in East Germany, it is believed that a present stress is laid on training in night flying in the area of the Twenty-Fourth Air Army.

- 25X1A 2. [] Comment. The contents of the crates could not be determined. Possibly they contained ammunition for the alert planes.

- 25X1A 3. [] Comment. The installations mentioned are probably the inner and outer low frequency approach beacons.

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